

Remarks

Claims 15, 22, 24 and 31 to 33 are amended. Claims 15 to 33 are pending in this application of which claims 15, 22, 24 and 31 to 33 are in independent form.

Of these claims 24 to 30 are allowed and claim 22 was objected to only because it was dependent from a rejected base claim. Accordingly, claim 22 is amended to incorporate therein all the features and limitations of claim 15 and to place the same in independent form. Accordingly, claim 22 should now likewise be allowable.

Claims 22 and 24 were corrected to recite that the first operating mode occurs during a compression phase and that the second operation mode occurs during an induction phase. This is consistent with the applicants' disclosure as set forth on page 5, lines 7 to 10, and page 5, lines 14 to 18.

Claim 15 was rejected under 35 USC 102(b) as being anticipated by Adams et al. The following will show that claim 15, as amended, patentably distinguishes the invention over this reference.

Adams et al is directed to an engine cleaner composition as well as a method for removing carbonaceous deposits from the engine fuel system components such as mechanical and electronic fuel injectors and the like. The cleaner composition described in Adams et al is sprayed onto carbon deposits on the engine while the same is in a service facility and with the engine switched off. The cleaner composition softens the deposits as

described in column 4, starting at line 57 of Adams et al.

In contrast to Adams et al, the applicants' invention is directed to a method wherein a conclusion is drawn as to deposits in the combustion chamber of the engine during the operation thereof. Also, and while the engine is still in operation, suitable measures are initiated for cleaning the combustion chamber. Claim 15 is amended to emphasize this feature and limitation which is incorporated into the second and third method steps of claim 15 with the clauses:

"drawing a conclusion as to deposits in said combustion chamber from at least monitoring the effects of a cylinder equalization during operation of said engine; and,

thereafter initiating measures in a targeted manner for cleansing said combustion chamber while said engine continues to be in operation." (emphasis added)

The method set forth in Adams et al perforce requires that the engine be at standstill. Accordingly, it is not seen how our person of ordinary skill can hit upon the above two method steps from a study of this reference.

Claim 15 was further rejected under 35 USC 103(a) as being unpatentable over German patent publication 198 28 279 in view of Chen. The applicants will now show that claim 15 also patentably distinguishes the invention over this combination of references.

The German reference is directed to an electronic control arrangement by means of which an equalization of the cylinder-torque contributions can be carried out in a

multi-cylinder engine. On the other hand, Chen discloses a cleaning apparatus for a fuel supply system wherein the cleaning apparatus, the tank and the tank return are decoupled and the fuel supply system is flushed with a cleaning liquid (please see column 8, lines 6 to 28).

In the above, it can be seen that it is not possible to combine the electronic control arrangement of the German reference with the apparatus of Chen to arrive at the method steps set forth in applicants' claim 15, which, as noted above, requires the engine to be running.

In view of the above, applicants respectfully submit that claim 15, as amended, should now be allowable. Claims 16 to 21 and 23 are all dependent from claim 15 so that these claims too should now be allowable. Claims 31 to 33 parallel claim 15 in other contexts and have been similarly amended so that claims too should now be allowable.

Reconsideration of the application is earnestly solicited.

Respectfully submitted,



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